

GRACE SUCCEEDS SCHWAB

President of Bethlehem Steel Resigns to Rule Directors.

Charles M. Schwab resigned as President of the Bethlehem Steel Corporation to become Chairman of the Board of Directors of the same company. E. G. Grace was elected President in his stead. Several other shifts were made in the personnel at meetings of the stockholders and the directors. The most important was "the very large increase in the business" of the company, it was announced.

Mr. Schwab's new office was created for him. He retains his office as Chairman of the Board of the Bethlehem Steel Corporation, and it is not his intention "to lose any of his close personal interest in or connection with the affairs of the Bethlehem Steel Company," the official statement says.

If you have coal land for sale advertise it in this paper.

[illegible]

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RAILROAD WEIGHTS TO GOVERN SETTLEMENTS.

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

METAL-MINING HAS HIGHER DEATH TOLL THAN COAL FIELDS

Few Great Disasters, but Acci-
dent Percentage Runs
Large.

BUREAU OF MINES IS AT WORK

Operators in the Ore Districts are
awakening to the importance of
reducing the number of fatalities;
Rapid Progress Made by Coal Men.

The Coal Age congratulates the Bureau of Mines on its work in collecting the statistics of metal-mining accidents and of the accidents occurring in mines producing nonmetals other than coal.

There has been no public demand that this work should be done, because the mass of people are interested only in great disasters affecting a large number of men at one time. An accident to an individual makes as much of a headline as a disaster in the coal mines. The daily newspaper which contains the daily announcements. We fear that we would not have had a Bureau of Mines if it had not been for the Montana, Naam and Chertwick disasters. Even today the coal mining division of that institution is the more popular and significant.

As we suspected, the returns diligently collected by Albert L. Fay for the bureau, show that the loss of life per man employed is higher than in the coal mines. The difference is actually about 12 per cent. And this is true, though there are no gas or coal dust problems to be met and though 40 per cent of the employees work in the open air, exposed to more easily avoidable dangers. The proportion of underground to outside workers in the bituminous mines of Pennsylvania is 17 per cent and in the anthracite workings 28 per cent. It is obvious that the larger number of men to the full risk would necessarily have the greater number of fatalities, should only equal care be taken.

It is unfortunately true that the metal-mining industry has not been conducted with the interest in safety which has marked the operations of the coal mines. This has not been because the metal industry has men of less liberal mold but because the general public, not being induced to consider the risks of metal mining by recurrent disasters of large proportion has never exercised so continuous a guardianship over the workers thus engaged. The never weary public which the coal operator has had to face has been irksome and expensive, but it has certainly been of great value and it has surely been admirably administered by those who among the operating forces were disposed to regard the safety of the employee as one of the leading interests of the officers in charge of a mine.

The coal operator has to look back carefully if he would realize the progress he has made. Some years ago, at the Long Valley coal mine, a mule driver was killed. As they brought his mangled body to the drift mouth the foreman who until then had not heard of the accident strode up and blurted out "Was the mule hurt?" It was his first thought and he never escaped a lynching. A few years ago, indeed, proper regard was generally esteemed as more important than life as the anecdote of John Fulton at the Johnston meeting of the Coal Mining Institute of America last summer well illustrated. He stated that on one occasion when a man was killed by a vicious horse, the party in whose care it had been placed, remained with considerable heat "I don't care about your man Patsy; what I want to know is how I am going to explain the breakage of the buggy."

The loss of a life or the occurrence of an accident at a mine throws a dark shadow over the faces of all the officials. If a stranger happens to visit at the time, he is likely to receive but veiled hints of the misfortune, but if once learns about it, there is no detail which is overlooked in describing it and it is likely that he will see the report to the inspector before he leaves.

"The key to the situation," said Michael Godfrey, General Superintendent of the Canisteo Iron district, "is the foreman. I hold him responsible for every accident which occurs among their men. Their ability to prevent injuries and deaths is an important factor in determining promotion and an inability to prevent accidents is certain to result in their discharge. I have my foremen now where they come in and apologize for an accident. When the foreman is careful, the men have to be."

The point of view here stated is current wherever coal is being extracted. It comes as a shock that in the metal industry such a condition could be regarded as new.

CANADIAN RAILROADS

Unprecedented Activity Is Anticipated During Present Year.

Of the railways in Canada, says the Cleveland Iron Trade Review, the bulk of the mileage is owned and operated by three companies, and the Canadian Pacific railway mileage includes 5,740 miles of main lines and branches owned, and 3,972 miles of leased and proprietary lines, and lines operated under contract. The Grand Trunk mileage includes 2,942 miles of lines owned, of which 706 miles are double track. The Canadian Northern railway has a mileage of 3,472 miles in Ontario, Manitoba, Saskatchewan and Alberta. Mackenzie, Mann & Co., besides owning the line, control and operate several others. Canadian government railways include the Intercolonial and the Prince Edward Island railway, with a total mileage of 1,732 miles.

In Alberta, during the past ten months, a total of 598 miles has been added. The most remarkable figures

are those of the Canadian Northern railway, which at the end of 1911 had 325 miles of railway in the province. At the end of October last, the length of its main and branch lines—totalled 792 miles, an increase of 467 miles for the year.

Judging from the work planned by the three great railways in Canada for the year, 1913 will witness a railroad development unprecedented in the history of the Dominion. The most important line under construction at present is the Grand Trunk Pacific. This first consideration of the company will be to complete the British Columbia section of its main line. The gap between the two sections in that province is now only 423 miles, and work on the filling in of this has already commenced. The head of steel is now only 195 miles from the Pacific Coast, east of Prince Rupert. Between that point and Alderney, several bridges have to be erected. The line will be taken into Brandon, Moose Jaw, Weyburn, Battleford and Calgary this year, despite the heavy expenditure involved in the completion of the mountain section.

RAISE AGE LIMIT

Men Up to 35 May Take Examination for Mining Engineer.

The United States Civil Service Commission invites attention to the fact that at the request of the Bureau of Mines, the maximum age limit for the examination for junior engineer (mining), to be held on April 9 and 10, 1913, has been changed from 30 to 35 years in the case of persons who have had actual experience in rescue and recovery work at mine disasters, who have made investigations and reports concerning mine disasters and their possible causes and as have also had training and experience in the wearing of artificial breathing apparatus and in first aid to injured, and who have had the necessary educational training.

The scope and character of this examination is a list of places at which it will be held are contained in the Manual of Examinations for the Spring of 1913.

A copy of the Manual and application for 1913 may be obtained from the United States Civil Service Commission, Washington, or the Secretary of the Board of Examiners, Postoffice, Boston, Mass., Philadelphia, Pa., Cincinnati, Chicago, Saint Paul, Seattle, San Francisco, Customhouse, New York, New Orleans, Old Customhouse, Saint Louis.

No application will be accepted unless properly executed and filed with the Commission in Washington in time to arrange for the examination at the place selected by the applicant. In applying for this examination the exact title as given at the head of this announcement should be used.

Labor World Notes.

The Trades and Labor Council of Nelson, B. C., is planning the erection of a labor temple to cost \$25,000.

Reports from cities in all parts of the country indicate that there will be a great deal of building done this year.

The United Mine Workers organization of Iowa is planning the creation of a legal department to prosecute personal injury cases of members.

A bulletin by the Department of Agriculture states that wages paid to field laborers in this country have increased 3.2 per cent last year and 7 per cent during the last two years.

Reports from the Painters' International Union show that something like \$15,000 a month was paid in 1912 to beneficiaries of deceased members, and other thousands were disbursed in sick claims and funeral benefits.

The International Brotherhood of Maintenance of Way Employees has purchased two buildings for headquarters in Detroit, Mich. One building will house the printing plant, the other the business office of the union.

At the next Trades Union Congress in Great Britain a movement will be inaugurated for the establishment of a trades union bank on co-operation lines, and the projectors have no doubt that the enterprise will take definite shape.

There are approximately 2,500 women employed at night in Union, N. Y., factories, and they receive from \$1 to \$10 a week. They are obliged to report at 7 o'clock at night and work until 6 o'clock in the morning.

Announcement has been made that the International Typographical Union is soon to erect an addition to the Union Printers' Home at Colorado Springs, Colo., at a cost of \$50,000. The work of erection will be started soon and the new building will be used as an amusement hall.

Prices of farm products have fallen in Little Rock, Ark., owing to the advent of the Farmers' Union, a factor in the local grocery trade. The Little Rock store was a success from the day it started, and it is probable that the Farmers' Union will open stores in other cities of Arkansas.

The labor temple at Vancouver, British Columbia, recently erected, and which, with the land on which it stands, represents an outlay of more than a quarter of a million dollars, is owned by the organized labor of Vancouver, the trades and labor council carrying the controlling interest.

Have You Coal Land for Sale? If you have advertise in The Weekly Courier.

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W. G. DOOLITTLE, PATENT ATTORNEY, Park Bldg., Pittsburg, Pa.

The Lower Connellsville District.

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Mar. 29, 1913.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
10	10	Adair	Adair Coke Company	Uniontown
100	100	Albion	W. J. Ramey	South Brownsville
100	100	Albion No. 1	W. J. Ramey	New York
100	100	Albion No. 2	W. J. Ramey	Uniontown
100	100	Albion No. 3	W. J. Ramey	Uniontown
100	100	Albion No. 4	W. J. Ramey	Uniontown
100	100	Albion No. 5	W. J. Ramey	Uniontown
100	100	Albion No. 6	W. J. Ramey	Uniontown
100	100	Albion No. 7	W. J. Ramey	Uniontown
100	100	Albion No. 8	W. J. Ramey	Uniontown
100	100	Albion No. 9	W. J. Ramey	Uniontown
100	100	Albion No. 10	W. J. Ramey	Uniontown
100	100	Albion No. 11	W. J. Ramey	Uniontown
100	100	Albion No. 12	W. J. Ramey	Uniontown
100	100	Albion No. 13	W. J. Ramey	Uniontown
100	100	Albion No. 14	W. J. Ramey	Uniontown
100	100	Albion No. 15	W. J. Ramey	Uniontown
100	100	Albion No. 16	W. J. Ramey	Uniontown
100	100	Albion No. 17	W. J. Ramey	Uniontown
100	100	Albion No. 18	W. J. Ramey	Uniontown
100	100	Albion No. 19	W. J. Ramey	Uniontown
100	100	Albion No. 20	W. J. Ramey	Uniontown
100	100	Albion No. 21	W. J. Ramey	Uniontown
100	100	Albion No. 22	W. J. Ramey	Uniontown
100	100	Albion No. 23	W. J. Ramey	Uniontown
100	100	Albion No. 24	W. J. Ramey	Uniontown
100	100	Albion No. 25	W. J. Ramey	Uniontown
100	100	Albion No. 26	W. J. Ramey	Uniontown
100	100	Albion No. 27	W. J. Ramey	Uniontown
100	100	Albion No. 28	W. J. Ramey	Uniontown
100	100	Albion No. 29	W. J. Ramey	Uniontown
100	100	Albion No. 30	W. J. Ramey	Uniontown
100	100	Albion No. 31	W. J. Ramey	Uniontown
100	100	Albion No. 32	W. J. Ramey	Uniontown
100	100	Albion No. 33	W. J. Ramey	Uniontown
100	100	Albion No. 34	W. J. Ramey	Uniontown
100	100	Albion No. 35	W. J. Ramey	Uniontown
100	100	Albion No. 36	W. J. Ramey	Uniontown
100	100	Albion No. 37	W. J. Ramey	Uniontown
100	100	Albion No. 38	W. J. Ramey	Uniontown
100	100	Albion No. 39	W. J. Ramey	Uniontown
100	100	Albion No. 40	W. J. Ramey	Uniontown
100	100	Albion No. 41	W. J. Ramey	Uniontown
100	100	Albion No. 42	W. J. Ramey	Uniontown
100	100	Albion No. 43	W. J. Ramey	Uniontown
100	100	Albion No. 44	W. J. Ramey	Uniontown
100	100	Albion No. 45	W. J. Ramey	Uniontown
100	100	Albion No. 46	W. J. Ramey	Uniontown
100	100	Albion No. 47	W. J. Ramey	Uniontown
100	100	Albion No. 48	W. J. Ramey	Uniontown
100	100	Albion No. 49	W. J. Ramey	Uniontown
100	100	Albion No. 50	W. J. Ramey	Uniontown

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MANUFACTURERS OF

High Grade Fire Brick

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Coke Ovens, Boiler Linings, Ground Fire
Clay. Special Shapes on short notice.
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Both B. & O. and P. & R. R. Connections.

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MANUFACTURERS OF

Silica and Fire Clay Brick

Special Shapes for Rectangular and Bee Hive Ovens.
Furnace and Glass House Material.

Equipped to Take the Largest Contracts for Paving Brick. High
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DAILY CAPACITY 300,000.

10 Plants:

DAVIDSON MOYER VOLCANO ENAMIL
LAWTON KINGSTON LAYTON GLOBE
KINGSTON LAYTON PLYMEX
ALL RAILROADS

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Ready Soon

Directory of the Coke Works of the

Connellsville,
Lower Connellsville,
Upper Connellsville and
Greensburg-Connellsville

Districts, revised and corrected to April 1, 1913.
This Directory or List will contain:

Number of Ovens,
Name of Plant,
Name and Address of Operator,
Railroad connections and shipping station.

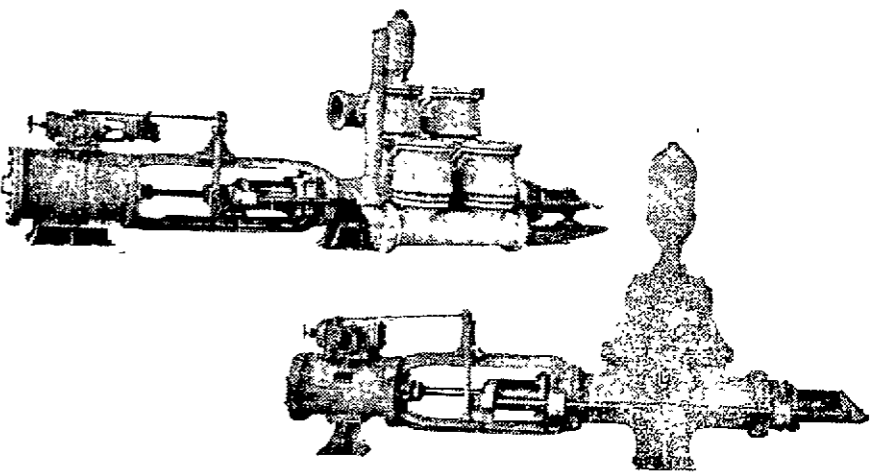
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Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE.

Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R's
Office and Store, 309 and 311 Water St.,
CONNELLSVILLE, PA.

Thompson Connellsville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Fayette County, Pa.	Pennsylvania R. R. Pittsburg & Lake Erie R. R. Baltimore & Ohio R. R.	2102 First National Bank Building Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION.
As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa.
Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

"Coke low in Sulphur and Phosphorus and of strong physical structure."
"Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled thus eliminating by screening all dust and dirt."
"Blossom-ash blown from ovens by new process of compressed air before coke is drawn."
ANALYSES FURNISHED ON REQUEST.

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Mine and land surveys of all kinds. Plans, estimates and Superintendence of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants.

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UNIONTOWN, PA.

RAILS

40, 56, 60, 70, 75, 80,
85 and 90 lb.

Relaying Rails

8, 12, 16, 20, 25, 30, 35,
40 and 45 lb.

New Steel Rails

These rails are in stock at our
Pittsburg yards, and can be
shipped immediately; also second hand rails in stock cut any length needed for building and contract work.

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RAIL DEALERS

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The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	Ovens	Ovens
Holla Coke Company	U. S. Coal & Coke Co.	U. S. Coal & Coke Co.
Plants 2 and 3	Plants 1, 2 and 3	Plants 1, 2 and 3
Oliver & Snyder Steel Co.	Cascade Coal & Coke Co.	Cascade Coal & Coke Co.
Plants 1, 2 and 3	Tyler and Sykesville Wks.	Tyler and Sykesville Wks.
Austin Coal & Coke Co.	H. C. Fryck Coke Co.	H. C. Fryck Coke Co.
Plants 2 and 3	Torrey, Shoaf and Bitner	Torrey, Shoaf and Bitner
Colonial Coke Company	Brothers Coal & Coke Co.	Brothers Coal & Coke Co.
Smock	Fairbank Works	Fairbank Works

J. P. MORGAN DIES IN ROME; THE END COMES PEACEFULLY

Great American Financier
Succumbs to a Linger-
ing Illness.

IS UNCONSCIOUS AT THE END

News of Demise is Withheld Until Pri-
vate Cables are Sent to New York
and London Houses of the Firm;
Lack of Nourishment is Direct Cause

ROME, Italy, March 31.—J. Pierpont Morgan, the great American financier, died at the Grand Hotel here today, the actual time of his demise being given at 12.05 P. M. Announcement of his death, however, was not made to the waiting newspaper men for some time after the end came, the information being held up until private cables could be sent to the London and New York houses of the Morgan firm.

The end came peacefully, while Morgan was still unconscious. Henry L. Satterlee, Mrs. Satterlee, daughter of the financier, Prof. Boston Eli, Drs. Stor and Dixon and other members of the Morgan party were at the bedside, but for hours before his death the financier gave no sign of consciousness.

Morgan's death was primarily due to lack of nourishment. From Sunday the doctors could not induce the patient to eat, because of the lack of functional vitality in the nerve centers. The refusal of the throat muscles to do their duty made it impossible for Morgan to swallow and the doctors resorted to feeding by injection, but expressed fear that the liquid food administered in that way could not keep him up long.

Late last night it was discovered that Morgan was not assimilating the food and the doctors knew it was only a matter of hours until death. He suffered no pain but wasted away simply because his body was incapable of nourishing itself. The reason of the inactivity of his nervous system.

Morgan passed away after a week's critical illness, being for the most time unconscious since the death of his last words were spoken on that day when he aroused himself and asked that his legs be massaged, a treatment that before had relieved him when he suffered from nervous disorder.

NEW YORK, March 31.—Warned by the alarming news regarding Morgan's condition, the largest representation of the membership of the Stock Exchange in years was seen on the floor, at 10 o'clock today when the Exchange opened.

While the excitement was intense, it was not the excitement of panic. United States Steel opened with a sale of 1,000 shares at prices from 61 to 61 1/4, the latter price predominating the market, a decline of but 1/4 from the close on Saturday. Realizing declined one point, the low record, at the opening, but recovered the point shortly after.

The morning newspaper stories predicting the death of Morgan drew a large crowd to the sidewalk in front of the dinky bank building at the corner of Broad and Wall streets. It was a quiet crowd, which evinced little excitement. The only effect noticeable was when shortly after 9 o'clock the bulletins announced the death of the American financier, there was a momentary hush.

At noon, following a conference between members of the Morgan firm in the company's offices, death would not make any change in the interests of the firm.

H. P. Davidson, one of the members of the firm, said that no further statement would be made to the public today.

Henry Clews, one of the biggest figures in Wall street, was the first to lay the blame of Morgan's death at the door of the Pulp Money Trust Investigating Committee. He said that in his opinion the financier's death was hurried by the attacks made recently upon the various enterprises in which he was interested.

"Mr. Morgan," he said, "took an active personal interest in all of the corporations with which he was connected, and in my opinion the attacks made upon them during the past few months, had more to do with making inroads on his health than anything else. These attacks really saddened his life, and when he left this city he was worrying over them."

Dispatches from Rome say that just before the end came Drs. Stor and Dixon asked the members of the family, which included Satterlee, Mrs. Satterlee and Mrs. Hamilton to leave the room. They went into another compartment, but were recalled to the bedside of the dying financier just before he expired.

Doubt is expressed as to whether he really realized the seriousness of his illness. He had been in a semi-comatose condition since Easter Sunday and since Wednesday had been under the influence of drugs, unable to recognize any of the members of the family.

Mr. Morgan was a Director in 51 companies. These companies were: American Insurance Company, Boston & Maine Railroad Company, Carthage & Adirondack Railroad Company, Carthage, Watertown & Schenectady Harbor Railroad Company, Central New England Railroad Company, City & County Contract Company, Cleveland, Cincinnati, Chicago & Saint Louis Railway Company, Columbus, Hope & Greensburg Railroad Company, Dunkirk, Allegheny Valley & Pittsburgh Railroad Company, Ellenville & Kingston Railroad Company, First National Bank of New York, First Security Company of the City of New York, Fort Wayne, Cincinnati & Louisville Railroad Company, Fulton Chain Railway Company, Fulton Navigation Company, General Electric Company, Geneva, Corning & Southern Railroad Company, Hartford & Port Chester Railroad Company, Hartford & Connecticut Western Railroad Company, Jersey City & Bayonne Railroad Company, Lake Erie & West-

ern Railroad Company, Madison Square Garden Company, Maine Central Railroad Company, Metropolitan Opera & Real Estate Company, Mexican Telegraph Company, Michigan Central Railroad Company, Millbrook Company, Mohawk & Malone Railroad Company, New England Navigation Company, New England Railroad Company, New Jersey Junction Railroad Company, New Jersey Short Line Railroad, New York & Northern Railroad Company, New York & Ontario Railroad Company, New York Central & Hudson River Railroad Company, New York Chicago & Saint Louis Railroad Company (New York & Erie), New York, New Haven & Hartford Railroad Company, New York, Ontario & Western Railroad Company, New York State Realty & Terminal Company, New York Westchester & Boston Railway Company, Newport Trust Company, Niagara Falls Branch Railroad, Ontario, Carleton Place & Scranton Railway Company, Pittsburgh & Lake Erie Railroad Company, Port Jervis, Monticello & Summitville Railroad Company, Poughkeepsie Bridge Railroad Company, Pullman Company, Rutland Lake Railroad Company, Rhode Island Company (Electric Line), Rutland & Adirondack Railroad Company, Syracuse, Geneva & Corning Railroad Company, Terminal Railway of Buffalo, United States Steel Corporation, Walkill Valley Railroad Company, West Shore Railroad Company, Western Union Telegraph Company, Lake Shore & Michigan Southern Railroad Company, Spuyten Duyvil & Port Morris Railroad Company.

ORDERS FOR PITTSBURG

Steel Center Must Replace Much of Flood Damage.

It will devolve on Pittsburgh to replace a large portion of the structural steel wrecked by the Ohio and Indiana floods. As soon as the debris is cleared sufficiently so that plans for reconstruction can be made, the manufacturers of steel for bridges and other structures, and the makers of rails, will be deluged with orders. Much of the steel in the bridges and buildings and railroads that were destroyed came from the mills in the Pittsburgh district. The structural steel center of the world. Practically all of this will be replaced by the Pittsburgh factories. In addition, much of the structural material that had been made by concerns in the States affected must be supplanted with Pittsburgh steel for the reason that many of the Ohio and Indiana manufacturers have been put out of business or are so seriously crippled that they will be unable to take extensive part in the work of reconstruction.

Hundreds of bridges have been swept away, thousands of buildings are debris, and hundreds of miles of rails are twisted and torn into uselessness. It is as yet impossible to make any dependable estimate of the amount of steel of various kinds that will be necessary in the work of reconstruction, or how much of it Pittsburgh will furnish.

FREE RAILS PROPOSED

New Tariff Bill to Encourage Foreigners, It is Said.

WASHINGTON, March 31.—Free steel rails and iron ore are being urged in the Democratic tariff, according to authentic reports. Members of the House Ways and Means Committee are non-committal. Other important additions to the free list are said to be:

Dressed meats of all characters, boots and shoes, salt, sugar, lumber and timber, agricultural implements, cotton baling and ties, fence wire, leather, food products, except grain, and sewing machines.

The existing duty on steel rails is 7-10 of 1 cent a pound and on iron ore 15 cents a ton.

It is believed by the Ways and Means Committee, it is said, that by placing steel rails on the free list foreign competition may be made possible, and that the railroads will benefit through securing cheaper rails.

G. H. EVERSON DEAD

Former Scottsdale Man Victim of Pneumonia.

After a short illness of pneumonia, George Barker Everson, formerly of Scottsdale, died Friday in Saint Francis hospital, Pittsburgh. He was born in Pittsburgh and was a son of the late William H. Everson. Mr. Everson was an engineer and for a number of years was manager of the Everson steel mills in Scottsdale. Lately he had been with the Pittsburgh Water Bureau and was a Baptist and a member of the Grand Army of the Republic.

Mr. Everson leaves a sister, Mrs. John C. Thompson, of East Liverpool, O., and four brothers, John Q., organizer of the First Baptist Church; T. Bissell and Barclay M., in the machinery business, with offices in the Germania National bank, and Dr. W. M. Everson, of 2508 Fifth avenue, Oakland, all of Pittsburgh.

SELLS TIMBER LAND.

Hicks and Sipe Buy Maryland Tract From J. A. DeWitt.

J. A. DeWitt made an important real estate sale, when he disposed of 320 acres of timber land in Maryland to Frank W. Hicks and Stanton B. Sipe, Connelleville men. The land is situated on what is known as Nigger hill in the Cherry Creek section. It is the intention of the new owners to begin operating it this fall. The timber on the land consists of rock, white and red oak, white pine, hemlock and chestnut.

Hicks and Sipe are now engaged in an operation of timber at Indian Head. As soon as they can make arrangements to leave, they intend going to Maryland.

Bikins Estate Worth \$4,025,206. NEW YORK, March 30.—Appraisal of the estate of Stephen B. Elkins, Senator from West Virginia, was filed yesterday and gives its value at \$4,025,206. Nearly all of his estate is in West Virginia. His largest holding of stock was 50,000 shares of the Elkins Coal & Coke Company, valued at \$1,320,000.

TESTING STATION FOR PITTSBURG IS VIRTUALLY CERTAIN

Negotiations for Transfer of
Site are About Com-
plete.

MINING MEN MEET OFFICIALS

Director Holmes Expresses Satisfac-
tion That Bureau of Mines Can Con-
tinue Its Tests in the "Workshop
of the World;" Plans are Outlined.

Negotiations between the United States government, the city of Pittsburgh and the Board of Public Education, relative to giving the Bureau of Mines testing station, a permanent location in Pittsburgh have practically been completed. Nearly all arrangements for the transfer of land to enable the bureau to secure the stages property at Forbes street and Moorewood avenue, have been made and it is expected that before long Pittsburgh will be the scene of experiments that will prove beneficial to the entire mining world.

Several representatives of the government and of the Bureau are in Pittsburgh to inspect the proposed site, and these, with others representing the Pittsburgh organizations interested, were entertained at lunch Saturday in the Pittsburgh Athletic Association clubhouse. The Chamber of Commerce, which was instrumental in bringing about the negotiations, acted as host. The guest list included the following:

Dr. J. A. Holmes, Director of the United States Bureau of Mines; Oscar Wendert, Supervising Architect of the United States Treasury Department; General W. H. Bixby, Chief Engineer of the United States Army; Dr. S. W. Stratton, Director of the Division of Standards; Y. H. Manning, Assistant to Director; H. M. Wilson, Engineer in charge of the Bureau of Mines; O. P. Hood, Chief of the Division of Mining; G. A. Hulet, Chemist; G. S. Rice, Mining Engineer; President W. H. Stevenson, D. J. Black, Dr. E. B. McCormick, G. C. Hoffman, Dr. A. H. Harnisch, W. C. Wilkins and General Albert J. Logan, representing the Chamber of Commerce; Mayor W. A. Nagle, C. O'Brien, E. B. Buchanan, J. M. Goehring and Robert Garland, representing the city; Taylor Alldredge, Marcus Aaron and N. H. Criss, of the Board of Public Education, and Congressman James Francis Burke.

A review of the efforts of the Chamber of Commerce to secure the permanent location of the bureau of the government of the results gained by the Bureau of Mines in its effort to promote safety in mining was given by President Stevenson of the Chamber of Commerce. Mr. Stevenson declared the work of the Bureau has resulted in the saving of thousands of lives and has not only decreased the death rate in mine accidents, but has proved of invaluable benefit in its investigations in connection with the burning of fuel and structural materials.

Great satisfaction over the successful termination of negotiations was expressed by Dr. Holmes. He said he was pleased with the possibility of conducting such work as the bureau handles in a city like Pittsburgh. He pointed out that here every advantage is had in the way of information available from the University of Pittsburgh, Carnegie Institute of Technology and the technical references at Carnegie Library, and by reason of Pittsburgh being the center of great industrial and mining activities.

Dr. Holmes said the investigations of the bureau would attract to Pittsburgh the attention of the entire mining and scientific world, and in addition, he said, the city would be furnished with a new industry, employing a large number of technical people. He complimented the people of Pittsburgh for their enterprise and co-operation and thanked the Chamber of

Commerce, City Council, the Mayor and Board of Public Education for assistance.

Congressman James Francis Burke told of the efforts made to secure congressional action in support of the bureau, and of the appropriation necessary to conduct the bureau's work on the extended system by which it will be operated here.

EQUIPMENT COSTLY

Railroads Must Pay More, Yet Can't
Raise Rates.

In the past decade the advance in the price of equipment has been remarkable, and is well worth noting by those who insist that railroads shall give more service without raising their charges for the transportation they sell.

Thus, it appears from statements made by representatives of the Board of Railroad Commissioners, that freight cars have gone up from \$350 each in 1900 to \$1,025 in 1912. The quality of passenger car which 12 years ago could be purchased for \$6,750, today costs \$15,750, and whereas a powerful passenger locomotive in 1900 could be procured for \$13,500, today it represents the expenditure of \$23,700, when it is put into service.

NEW DOCK PLANNED

Railroad Will Increase Facilities at
Ashland.

Announcement has recently been made that the Chicago & Northwestern railway will next winter build another ore dock east of its present docks at Ashland, Wis. It will be a steel and concrete structure and will cost about \$1,000,000. The ore business of the Northwestern at Ashland, which is the shipping port for the Gogebic range, has been increasing yearly and the two docks now in service were badly congested last year.

During the coming season the Northwestern will also add 1,000 new ore cars and several new Mikado locomotives capable of handling 100 trains to its Gogebic range equipment.

B. & O. LOANS MILLIONS.

Traffic Halted; Many Big Bridges
Washed Away.

President Willard of the Baltimore & Ohio, at Baltimore, says that his company's loss will probably reach millions. When asked to give an estimate of the loss, Mr. Willard said it would amount to more than \$2,000,000.

The latest reports received at the general offices of the company indicate that the transportation situation has been improved. Trucks have been washed away, and several large bridges have collapsed.

Great damage is being wrought in West Virginia around Wheeling and Parkersburg.

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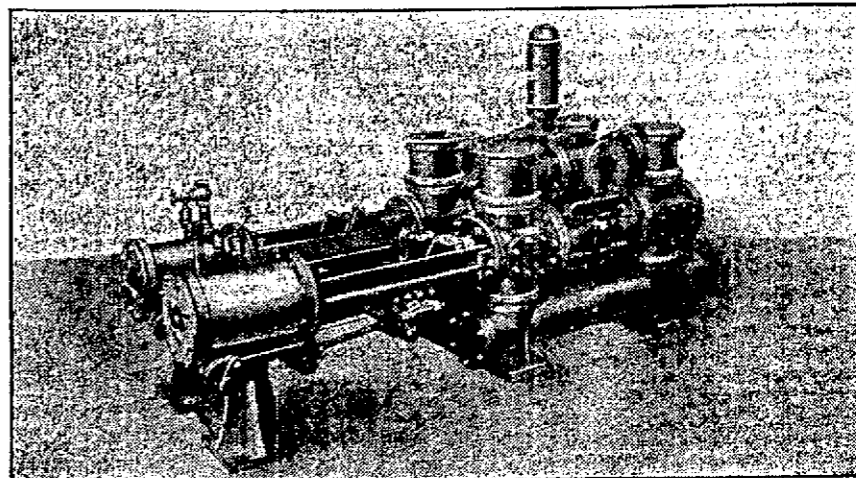
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